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MAIN BUSINESS AND EDITORIAL OFFICE,
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Anticipating a Pleasure.
THE SUN AND NEW YORK HERALD is
anticipating the pleasure of compar-
ing, when this campaign gets fairly
under way, the political utterances of
FRANKLIN D. ROOSEVELT, nominee for
Vice-President on the Democratic
ticket, with the political utterances of
CALVIN COOLIDGE, nominee for Vice-
President on the Republican ticket.

Higher Traffic Rates to Pay Higher
Railway Wages.
The addition by the Railway Labor
Board of six hundred millions of dol-
lars to the already stupendously
swollen payrolls of the American rail-
roads is colossal. The bill for it goes
straight to the American public in
higher traffic rates.

But this is not all; it is not any-
thing like all. There must be more
traffic rate increases by other hun-
dreds of millions to take care of pre-
vious wage increases under Govern-
ment management not adequately pro-
vided for in the Government's in-
creased rates; there must be more to
meet the higher labor costs in every-
thing a railroad uses or does.

When a railroad buys coal now it
must pay for the higher labor costs in
the coal. When it buys steel rails it
must pay for the higher labor costs in
the rails. When it buys locomotives,
freight cars and passenger cars it
must pay for the higher labor costs in
the rolling stock. When a railroad
buys anything, from a bridge or a
terminal to axle grease or cotton
waste, it must pay for the higher
labor costs in it—with every penny
of the bills, as we have said, sent to
the American public.

It was only a few years ago that
clapnet politicians in and around
the railway ranks and feather brains
outside of them were haranguing the
American people for Government own-
ership and operation of the roads so
as to bring down the public's cost of
transportation. Now, after some two
years of Government management,
with the labor union leaders dictating
policies, number of employees, wages
and hours, the public's cost of meet-
ing the direct railway payrolls alone
is hundreds of millions of dollars a
year more than the public's total cost
of transportation was not long before
the war!

Then the whole cost of maintaining
and operating the American railway
system was not much more than three
billions of dollars a year, paid for by
the American people's freight bills
and passenger fares. Today the an-
nual railroad payroll alone is around
four billions of dollars a year. And
the end is not yet in sight.

This is why the American people
at this moment will sit up and take
good notice of the announcement of
the Pennsylvania Railroad that it will
lay off 12,000 men in its eastern op-
erating division because they are not
earning their pay and are not needed.
The Pennsylvania says it has not and
never did have too many good men,
but it has been heavily overmanned
ever since the Government took charge
of the roads.

The managers of the Pennsylvania
Railroad want the men to get down
to work. And the public wants this,
too. For under the new railroad law
when the Pennsylvania cuts off waste,
whether it is the waste of useless
labor, the waste of careless manage-
ment, the waste of extravagant sup-
plies, or the waste of anything, the
money that is saved goes into the pub-
lic's pocket. But if a railroad carries
tens of thousands of useless men on
its payrolls at a cost of millions of
dollars in any other way the money
that is wasted comes out of the pub-
lic's pocket.

The new railway law does not let
the very best roads any more than the
very worst roads take more than a
nominal return on the capital en-
gaged. The road might earn 10 per
cent., 15 per cent., 20 per cent., on all
the capital in the property. But un-
der the new railroad law its right to
take those earnings for itself stops
virtually at 6 per cent. On the other
hand, the law also is mandatory in

its provision that freight and passen-
ger rates shall be so regulated that
virtually 6 per cent. shall be assured
the railroads on their capital engaged
in certain territorial divisions.

If a hundred millions a year is
wasted on labor or anything else the
rates must provide it if they have to
be jacked up for that single purpose.

If a billion dollars a year is wasted
the rates must provide it, if they have
to be jacked up, jacked up again, and
then jacked up some more. So, save
or waste, it is the public's pocket that
is protected or hit.

If under these circumstances the
American people will not object to
squandering tens of millions of their
dollars on men demanding to be kept
on railroad payrolls, although they
were not earning their pay and were
not needed, the American people will
not object to having their throats cut
to supply a transfusion of blood deman-
ded by some stronger on the doorstep.

Cox Does Not Like Harding's Plain
Questions.
Governor Cox has been asked by
the newspaper correspondents what his
answer is to Senator HARDING's
specific questions on the details of
Mr. Wilson's foreign policy which
Cox accepts. And Governor Cox is
quoted as giving for his answer to
those plain questions of HARDING the
declaration that he does not intend
to engage in a telegraphic debate with
the Republican nominee.

Governor Cox naturally does not
like HARDING's plain questions. But
if he doesn't answer them, whether
by telegraph, telephone, wireless, type-
writer or printer's ink, Cox will have
a ballot box collision with the Ameri-
can people.

HARDING says he is against Mr.
Wilson's Article X, which would
bind us to use our military forces
against any people objecting to parti-
tion or boundary lines imposed upon
them by the League.

HARDING says he is against Mr.
Wilson's demand for an American
mandate for Armenia.

HARDING says he is against Mr.
Wilson's arbitrary and implacable
opposition to Italy in the Adriatic.

HARDING says he is against Mr.
Wilson's policy of putting a Greek
majority of population under the
domination of a Bulgarian minority.

HARDING says he is against every
one of these Wilson commitments and
that he is against the whole Wilson
covenant unless it has proper and
necessary modifications.

What is Cox going to say—for he
has got to say something to somebody?
He cannot keep silent on Mr. Wilson's
League of Nations, which Mr.
Wilson makes for Governor Cox the
issue of this campaign. He cannot
dodge the specific points of HARDING's
questions. He cannot escape answer-
ing plainly and flatly. When he is
going to do it?

More League of Nations Muddling
in Europe.
Any one with half an eye must have
noticed by this time that England and
France are now using plain language
and displaying age old rivalry in their
struggle for extension of influence in
the Near East. The Near East is not
the most important problem with
which England and France have to
deal, but the developments of recent
weeks have linked the Turkish, Sy-
rian and Persian questions up with
the Russian and German negotiations.
The entire European and Near East-
ern programmes of both England and
France are for the first time assuming
a definite shape.

The question of recognizing Russia
and reopening trade with her had
very little connection with the Near
East question until a short time ago
when Bolshevik troops appeared in
the region between the Black and
Caspian seas, and invaded Persian
territory. As the English have heavy
interests in that region, through the
Malikof Combine, the Anglo-Persian
Oil and other companies, the invasion
gave Persia what she thought the right
to call on England for protection. Con-
sequently an appeal was addressed by
Persia to the League of Nations ask-
ing for aid. Quite anomalously word
came from London that instead of
joining to protect Persia the mem-
bers of the League might be called
on to recognize Russia. The League,
however, adjourned without taking
any action either to protect Persia
or to recognize Russia.

Since the League of Nations aoth-
ing aryp for European ills was thus
rejected, things have happened thick
and fast. The busy little Weismann
of Downing Street contrived to tempt
Russia away from Persia by a prom-
ise of relieving Russia of the Polish
war and of reopening trade with her.
It was actually possible after this ex-
change of confidences for England to
withdraw her forces from Georgia
and Azerbaijan and leave these young
republics to the tender care of the
Soviets.

But France has a tremendous influ-
ence in the Near East by reason of
the 25,000,000 Moslems in the French
colonies of northern Africa. These
colonies were none too friendly to
ward the San Remo treaty of peace
and France appeared a few weeks ago
on the point of listening to the appeal
of the Turkish Nationalists for rev-
ision of that treaty. This would have
commented French influence still fur-
ther in the Near East.

Now it happens all of a sudden that
the Russian forces are thumping an
omnibus flat on the door of Armenia
with a view to an alliance with the
Turkish Nationalists, who were sup-
posed to be the friends of France and
the enemies of England. Yet this

news of the incoming Russians dis-
turb Paris and not London. The
French see in this the probability
that the long arm of diplomacy may
reach out from London and around
through Russia and finally bring the
Turkish Nationalists to the English
point of view.

England having ignored the exist-
ence of the League of Nations, France
saw no harm in making a hostile
move to gain more advantages in
Syrin without notifying the League.

Here is the worst blow the League
has yet suffered, but it is doubtful whether
the result will be of any benefit
to France. The British have set a
definite limitation beyond which they
will not allow French ambition to go.
If England should settle her quarrels
in the Near East this would deprive
France of a valuable trading point
in the Franco-British discussions of
their German policies.

Without being able to menace
LLOYD GEORGE with further trouble in
Turkey, Mesopotamia or Persia, MIL-
LERAND could bring little pressure to
British support for a long time.
French monopoly of Ruhr coal. He-
sides it is Ruhr coal, combined with
Lorraine iron ore, which would trans-
fer to France the industrial power
which made Germany a formidable
competitor of England.

It is as improbable that England
would wheel about and renew her
support of a French hinterland in
Poland when the present British
policy of fostering closer relations
with Russia carries with it an in-
evitable desertion of the Polish cause.
The Poles, if they saw their indepen-
dence threatened by a rehabili-
tated Russia, might also appeal to the
League of Nations for protection. But
England and France have both shown
that they support the League when it
suits them and fail to support it when
it does not suit them.

This brief glimpse of the ascen-
dency of chauvinism in Europe serves
only to prove that the time has not
arrived when the lion does abasce
to the lamb. Small nations, unless
they serve some useful purpose in the
scheme of things as interpreted by
the larger Powers, will find to their
sorrow that the League does not fur-
nish the score to which the world
may chant "Parade Regained."

Both MILLERAND and LLOYD GEORGE cast
suspicion over their expressions of
faith in the League by indulging in
policies which unmistakably stamp
the covenant of the League as nothing
but the empty jest it always has been.

Flying Cracksmen.
Scotland Yard, which every Brit-
isher considers the world's highest
organization for the capture of crimi-
nals and the detection of crime, and
to which every British writer of de-
tective stories has given unstinted
praise for cleverness, has just been
outwitted, according to London's own
confession, by a shrewd criminal who
has brains enough to think of some
other way than a land or water route
of getting out of England.

The machinery of the great Eng-
lish detective organization was put
into operation along all the old ac-
cepted lines; a close watch was kept
on all trains and the passengers of
every outgoing boat were carefully
scrutinized. The man for whom this
net was spread did not attempt any
of the disguises or subterfuges in
the writers of the modern Old Cap-
toller stories greatly delight. He tele-
phoned to the London airport at Croy-
don asking for a reservation on the
plane leaving for Paris. When in-
formed that the afternoon craft had
already left, he went to the aviation
ground and secured a special plane. It
required a liberal distribution of
money, but it paid him. He hopped
over the top of the big police net and
dropped safely on French soil.

The report of the feat says "was the
first in the annals of British crime."
But the whole history of crime is
full of instances where the clever
criminal has surprised the police by
the employment of a new invention
or contrivance which was never in-
tended for his use. The criminal
merely thought first again. This ex-
ploit should prove not alone to Scot-
land Yard but to the police depart-
ments elsewhere the necessity of pre-
cautions that will make its recurrence
impossible.

Gloom Departs From Paris.
Gloom has departed from Paris and
in its stead our lively friend the
Gaul is enjoying events and stories
of such romance and wit as prove
that convalescence is passed and full
restoration to mental health is hap-
pily achieved.

M. PILZKA, one time dancing part-
ner of the late GARY DESLYS, has
opened a studio of the dance wherein
are displayed "mementos of their
joint successes, including jewels."
The Prince of Monaco hastens to
Paris to announce that he has dredged
up "a deep sea fish carrying two elec-
tric lights on his back" more safely
to swim the dark depths of the sea
wherein the Prince carries on his
serious investigations.

A poor Paris bookbinder of radical
political beliefs returns from Russia
all aglow with 8,000,000 francs worth
of diamonds entrusted to him by
Friend LENINE for Red propaganda
work. Paris police separate the book-
binder from his wealth of jewels and
let the tale to make a Paris holiday.
All Paris police have been deprived
of their sabres and are now armed
with Yankee automatic pistols. Paris
stopped work to see how in the world
the police were to guard a boulevard
without the sabres of their sires.

Mlle. BAZARD, artiste of the the-
atre, goes to recover from a former
friend a bathtub of gold wherein she
was wont to take her grand bath
before the prince married a
rich and virtuous matron. A Russian
widow arrives in Paris to recount to
empathized friends and reporters that
she escaped from Bolshevik bandits
only through the distinguished cour-
tesy of a wee bit English professor
gentleman by chance in Petrograd
who, with inestimable goodness, mar-
ried the lady to confer upon her the
safety of British citizenship and who,
having endowed her with that price-
less boon and escorted her to Den-
mark, returned to his professional
duties in England swearing like a gen-
tleman to consider the marriage only
as a polite fiction. The Queen Mother
of Denmark, added the fortunate Rus-
sian lady, heard her story between
tears and laughter. Paris omitted the
tears and stopped laughing to exclaim
that the English are truly a remark-
able race.

These are but a few of the many
fascinating stories culled from Paris
in one day, but enough to prove that
that fortunate city is well and that
the chief of her publicity bureau is
enjoying the same blessing.

A Victory for a Real Sportsman.
Shamrock IV, won yesterday's con-
test in the race for the America's
Cup under circumstances which must
have given particular pleasure to
that fine sportsman SIR THOMAS LITTON,
who brought her across the Atlantic
in the effort to retrieve for English
yachtmanship this premier trophy.
The weather was made for Resolute.
Her skipper, Captain ADAMS, is sup-
posed to possess an uncanny sense for
the wind. Her design and rig are
particularly accommodated to light
airs. Yet Shamrock IV, found the
wind when Resolute lost it, and in
every exhibition of sailing quality
outdid the defender.

Sportsmen can conceive of nothing
more gratifying to one of their tribe
than the fact that Sir THOMAS re-
frained from taking Shamrock IV's
wheel away from Captain BURTON.
The temptation so to do was great.
There is evidence that the Irish
baronet was urged by competent ad-
visers to relieve Captain BURTON on
account of the disappointments suf-
fered by the challenger in the first
and second appearances of the yachts.
It took strength of character to resist
the urgings of his advisers. Sir
THOMAS did it, and everybody who
has ever set his heart on the accom-
plishment of an interesting purpose
and seen success apparently lost
through the inadequacy of others, yet
has faith in them, will understand his
present gratification in Captain BUR-
ton's triumph.

As for Captain BURTON, what hap-
pens must have been his when he
put the second leg to the credit of
Shamrock IV.

After allowing the League of Nations,
Article X, and all the Wilson
policies Governor Cox will soon be
put for an attack of acute indigestion.

When I arose in the morning it was
not at 9 or 10 o'clock, but 4. I donned
a heavy sweater and went through a
stiff drill. The drill lasted from twenty
to thirty minutes, and it was some job
the first week, but I think that I
don't get something for nothing nowadays.
I didn't quit, nor did I say "That won't
do you any good." I kept at it.

If a man's heart is in good condition—
he should see it is before he starts—
there is no earthly reason why he should
carry around a needless load and
puff like a balloon when he goes
about a little exercise. It isn't neces-
sary to starve oneself.

HARTFORD, Conn., July 20.
Confusion About the Relationship
of Two Roosevelts.
TO THE SUN AND NEW YORK HERALD:
I have not seen it dwelt on nor made
plain to the people that Assistant Sec-
retary of the Navy Roosevelt has no
near connection with our late worthy
President, Theodore Roosevelt.

As I meet people from day to day in
my travels about the city I have noted
some of the most ignorant class of vot-
ers who have failed to absorb the idea
that this Roosevelt, named above, is
not the late Theodore Roosevelt's son.
ARTHUR D. STONE.
New York, July 20.

More Help for Civilization.
TO THE SUN AND NEW YORK HERALD:
It was with a heavy heart that I heard
the first volley from Dayton, Ohio,
wherein Governor Cox states that his
campaign will be dedicated among other
things to the readjusting the affairs of
civilization.

Can civilization stand any more re-
adjustment by one man; shall we not
rather after the way of wisdom leave
something to fate and nature?
EDITH O'SHEA-NESTY.
New York, July 20.

Time Allowance.
TO THE SUN AND NEW YORK HERALD:
When the America—by far the largest
boat in the race—won the cup there
was no time allowance. Why not?
New York, July 20. O'BRYEN.

Telling It to 'Em in Georgia.
From the Southeastern Forest Blade.
We thank you good people very much for
the good words of commendation you have
spoken in our behalf in our feeble effort
to try and get the people to quit their man-
sions. These kind words are a lot of good
and are highly appreciated. And for you,
little narrow-minded aspens, that haven't
got enough gray matter in your heads to
keep a soap bubble, that abuse us, we
don't give a damn!

Classical Criticism in Kansas.
From the Jamestown Optimist.
We heard of some high school students
not long ago who in debate on the intelligence
of the Greeks at Troy, not knowing appar-
ently that it was a wooden horse.

When Noah Was a Sailor.
Noah looked ast.
"I'll certainly win the race with forty
days and no competitor," he cried.

Beauty of the Porch Campaign.
Knicker-Opportunity knocks but once.
Bocker-Why, if you stay out on the porch
you'll catch her.

NEW YORK'S OPPORTUNITY.

Her Commerce Needs Good Service
From the Railroads.

TO THE SUN AND NEW YORK HERALD:
The Manufacturers Record, published at
Baltimore, prints some wholesome read-
ing for New Yorkers who rail at our
railways for the old and serious crime
of poverty and while absolutely neglect-
ing to do anything or lend a helping
hand to alleviate the cost of port
charges, or even assist the roads to well
earned increased rates, do not fail to
look at the poor and rapidly deterio-
rating condition of the carriers.

The port of New York alone could, if
disposed, do wonders by concerted action
to start a real movement to apply Sandy
Spencer's maxim familiar to old New
Yorkers, "Live and let live." Until the
merchants as a body give whole hearted
support to the roads, to let them earn
enough to pay for the betterments we
all know must come out of earnings,
there is nothing to do but wait for de-
cent service until money can be raised
and spent to build these needed better-
ments.

As a matter of fact the average New
Yorker never thinks about it at all! He
gets in a hole about shipping, and then
only to criticize, not to help. We can
afford to take the trouble to help. Let
more. The Manufacturers Record prints
letters favoring fair and helpful deal-
ings for the roads from large industries
all through the South and Southwest.
This ought to make our so-called up to
date city sit up and take notice.

No place has suffered more from the
collapse of our carriers than New
York. We have no place more to gain
than New York by helping them along,
nor is any place slower about doing it.
While our neighbor across the Hudson
is busy constructing new and costly
terminals we are equally busy watch-
ing the work, but doing nothing more.
We are blocked in our streets by
harbor and paying double or more for
both cartage and lighterage, but still
we wait like the celebrated Micawber
for something to turn up. It will be
long, long. If we give the other port
a light to turn up we will find ourselves
turned down.

Has any New Yorker considered that
the 54 per cent. deemed fair by the
new law as earnings for the carriers
is far short of the margin earned by
all our commercial houses? How many
of them would accept as adequate four
or five times that percentage of earn-
ings? EXPERIENCE.

BROOKLYN, July 20.
ON REDUCING.

Forty Pounds of Excess Weight Lost
by an Easy Method.

TO THE SUN AND NEW YORK HERALD:
I read with interest your editorial
article regarding the battle of the waist
line. The last paragraph covers the
whole story, but we don't get something
for nothing nowadays.

For a young fellow, 35 years old,
married two years, I think that I
have fared pretty well these last seven
months. Last November I was the dis-
tinguished owner of 200 pounds, of which
forty was excess baggage. To-day I
am the proud owner of 160 pounds, the
good flesh and bone. I don't drink a
glass of water for breakfast, but I had
two slices of toast, a cup of coffee and
a small dish of cereal.

I didn't have a piece of ice the size of
a walnut for lunch, though I will ad-
mit that I didn't eat a big steak, but
had a very light lunch. At night I had
my dinner, and it was a good one, meat,
potatoes and everything that went with
a good dinner.

When I arose in the morning it was
not at 9 or 10 o'clock, but 4. I donned
a heavy sweater and went through a
stiff drill. The drill lasted from twenty
to thirty minutes, and it was some job
the first week, but I think that I
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you'll catch her.

NORTH DAKOTA'S PROBLEM.

Grievances of Farmers on Which the
Non-Partisan League is Built.

TO THE SUN AND NEW YORK HERALD:
I think a wrong impression of the sit-
uation in North Dakota is given by your
editorial article of July 9, headed "An-
other Victory for the Non-Partisan
League." The very prominence given
the farmers of North Dakota by such ar-
ticles belittles the issue and makes it
appear that the league, as operated,
could not be as successful as politically
unless it was filling a real need of the
people of North Dakota.

None of the articles which have ap-
peared in the high class papers and
magazines sufficiently touch upon the
fact that Mr. Townley, the president of
the league, is a registered Socialist. Nor
do these articles play up the discontent
of the farmers of North Dakota as a
result of the tremendous wealth created
in this country during the last five
years, in which they have no share on
account of their poor crops of the last
eight or nine years.

To the farmer of North Dakota Mr.
Townley in his financial affairs is the
victim of "Big Business." An idea that
has been carefully nurtured with tell-
ing effect politically, and is a second
Moses, who will lead his children out
of a wilderness of debt and discontent
into the Promised Land. As a sample
of political propaganda I submit the
following:

In the fall of 1918 a farmer in the
western part of the State went to see
his banker about a \$400 note. The
farmer couldn't pay the note and wanted
an extension. To this the banker re-
fused, knowing the farmer had no
crop. However, as the farmer only
wanted an extension until January the
banker's curiosity was excited, as in
that country crop failures mean ex-
tending paper, generally speaking, until
another crop season. The banker there-
fore asked the farmer how he expected
to pay in January. The farmer replied:
"When Frazier [Lynn J. Frazier, Gov-
ernor since 1917 and re-nominated for a
third term at the recent primaries] is
inaugurated again he is going to issue
us farmers all the paper money we want
so we can pay you bankers off and tell
you to go to thunder."

I may say also that the banker, real-
izing that somebody had told the farmer
this, and knowing from experience that
argument was useless, carried out his
promise of the extension and was not
unduly obdurate in granting another ex-
tension in January to the following fall.
However, don't think that Mr. Frazier's
failure to come across with the paper
money saved our farmer friend. He is
still numbered among the faithful.

The Non-Partisan League platform,
the credit for framing which North Da-
kotans, rightly or wrongly, place at
Charles Edward Russell's door, is an
able and constructive document mainly,
and in the hands of men whose charac-
ter and ability commanded widespread
respect and confidence in the State
would receive general support from all
classes, at least it would at one time.
But despite the capture of the Republi-
can party in North Dakota by Mr.
Townley, and his near capture of the
Democratic party in Montana, the plat-
form of the league will never capture
the State or Montana and have a fair
tryout unless put in the hands of men
in whom the backbone of the State has
confidence.

By this I mean that in the final
analysis the success or failure of the
league depends on its reconciling those
men who have built up and are build-
ing up the State in the name of free-
dom, N. D., in 1916 made a speech
to about 1,500 farmers and business
men, in which, commenting on the fail-
ure of his farming operations near that
town, he said:

"The